



# BILGEWATER

August 2018



Photo by: Dustin



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**2018-2019**

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# Commodore's comment

It's not easy to write about the passing of a squadron member especially one who gave so much.

John Klinkhamer's service was testament to the way he lived his life.

The church was full of people celebrating John's achievements and it was touching to see so many members of the squadron paying their respects.

A special thanks to Terry Caughley and Murray Pearce for standing up and saying a few words on behalf of the Waikato Yacht Squadron.

Of course our thoughts and prayers go out to John's family in this difficult time.

The new committee met for the second time and the business of running a squadron is well underway.

Murray has started to put together the schedule of 'on-water' events and it looks like we have a fantastic line up to interest both racers and cruisers alike.

Dean Herrmann has offered to run the safety tuition classes this year which are invaluable to new members and those of us that do with a refresher course. The classes cover topics like, an introduction to our cruising area, charts and symbols, anchoring, VHF use and much more. The dates for these will be sent out soon.

Regards,

Paul Weaver – Commodore.



## Ponui Island Race Day 2012

Well the conditions had calmed down considerably, and the weather looked perfect for the 2012 round Ponui Island race. I had my brother John on board Sugar Shack and we were looking forward to a fun race.

This race for all those who participated was you might call a challenging race, Well we certainly had our challenges.

It was decided that Sugar Shack should be the start boat, no problems there ,so we dropped anchor and waited for the final countdown.

I decided that I would run the mainsail up the mast just to make sure there would be no problems when we got going.

What I didn't notice was that our anchor rope had wrapped around the keel that was down. A lesson learned. We counted the start down and the five other boats crossed the start line and were away. Then came our turn to go, and we had decided earlier that John would pull up the anchor, so he went up front to do it.

Then I saw from the look on his face and the effort he was putting in that there was a problem. The anchor rope which normally comes up pretty easily was only coming up in 1 inch increments and he was putting in a huge effort. I asked if he needed help and he said yes, come up here Quick, so I went to help. Even with the two of us it was unbelievably hard. So we put the rope around the winch and that was unbelievably hard.

That got us thinking, how can it be so hard. Then we decided to pull up the keel to see if the rope was around it and hey Presto the rope came loose and up came the anchor.

By that time there were no other yachts in sight and we couldn't believe how things could turn out like this, our goose seemed cooked, and we were now 10 minutes behind the rest of the fleet, that's a long way in a yacht race.

There was no talk of defeat however, and I wanted line honours, so off we went, and before long we caught sight of the other boats around the back of Ponui. We did our best and managed to claw back distance, and by the time we reached Ruthes Passage we had worked our way to the front of the fleet.

We were starting to get a bit cocky by now and thought we could win, but you know what happens when you start thinking like that. Fickle breezes down the channel, We thought we would just make it past Oropui wharf, and along to Passage rock if we inched our way up a bit, But we cut it a bit too fine and ended up very very very close to the rocks at the end of Waiheke. We decided to convene an emergency Tactics meeting at about 15 feet from the rocks. The minutes of that meeting recorded that we should engage the engine, and that was duly done within measurable timeframes. Did I mention that the breeze had completely died about 15 minutes before .

CONT.

Relief ensued once we motored away from those rocks as it does, and we turned off the motor and pondered our next move. Needless to say we had disqualified ourselves by starting the engine.

For the next hour we were dead in the water and couldn't achieve anything except disagree as to where the wind was coming from, in the nicest possible way.

Finally made it around Passage Rock for the last leg to the finish, and you guessed it not a skerrick of wind, but the other boats also suffered from lack of wind. A few took a shortcut .Others just had had enough, But we were determined to finish, so halfway along the last leg, another tactics meeting was convened and I suggested we put up my spinnaker to see if that would help. We had nothing to lose. So up she went and for 90 percent of the time we only just managed to keep the spinnaker inflated.

Within 100 metres of the finish line, we finally got a nice breeze and I confidently shouted "we are going over the finish line with spinnaker up". Famous last words.

Within 50 metres of the finish line we got a big strong breeze into that spinnaker and the boat broached and the spinnaker blew out. We provided a spectacle for the onlookers, and after regaining control crossed the finish line to rapturous applause.

The results will record a DNF bit I had a great day out on the water, I learned from my mistakes and hopefully will become a better sailor for it.

You could say we had the worst of days and the best of days, but I'm sure we'll give it another try next year.

Peter Klinkhamer



## VHF Radio use.

I want to outline here some of the inherent characteristics of the various channels and the issues they present. Generally VHF will transmit best with line of sight to the other antennae, either another vessel or a repeater but not over the horizon!! So if you and the other chap you are calling are on hand held radios and you not sitting in your bosuns chair up your mast, that's actually not that far

Chl 16: Recognised as the distress and calling channel. Direct line of sight only, not thru a repeater so will be affected by land mass. Generally used at sea away from land and other available repeater channels and contact with stations such as Maritime Radio. Calling a boat at Pine Harbour from the eastern side of Ponui Island could be problematic.

06/08 : Boat to boat, line of sight. So as above affected by land mass

15/17 : Boat to boat, line of sight. These four channels would be your go to for close <10nm communication with no large lumps of land in the way.

Chl 77: Boat to boat. Primarily for marine sporting events, eg WYS race events. We shouldn't be using this channel to manage a club cruise!

Repeaters: Primary benefit: Height off the water and power

Coastguard Chl 60: Situated on the summit of Mt Moehau. Outer gulf calling channel.

Coastguard Chl 64: Situated on the Sky Tower (downtown Auckland) Inner Gulf calling channel. Coastguard also operates channels in other locations around the coast for communication.

These two channels are for comms with Coastguard to register T/Rs etc and is the accepted distress chl in the Auckland area. Are generally busy with coast guard traffic, but could also be used as a calling channel (see note below)

Chl 03: Situated on Kawau Island and used for boat to boat comms.

Chl 62: Situated on Waiheke Island, (between Awaawaroa Bay and Hooks Bay) for boat to boat comms.

Maritime Radio use chls 67/68/69 & 71 for communication after contact on chl16

So the issue with channel choice is this: Who am I calling, one boat or many? Where are they? What is the channel used for? Is it direct to another boat or thru a repeater? If so where is it situated?

eg I could talk from Deadmans point to a boat in Bostaquet Bay Kawau island thru chl 62 but probably not chl 06/08. I have called CG via 60 from outside Tutukaka Harbour. That's approx. a 70nm transmission but direct line of sight to the repeater.

CONT.





What is essential to understand is that if one does use chl 60/64 to call another boat, that both parties understand the radio etiquette:

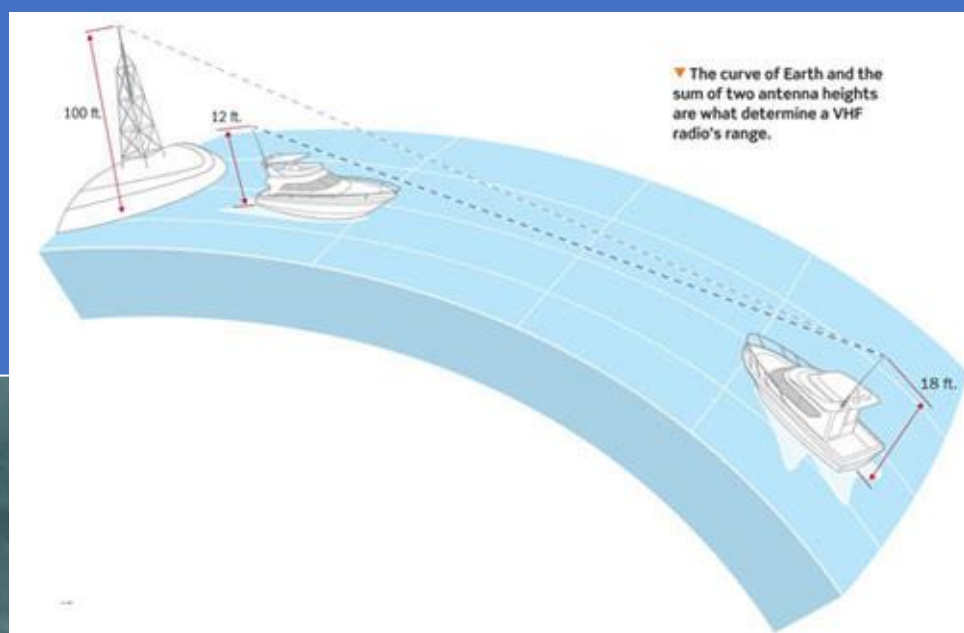
My take on the process would be for the second party to simply acknowledge and state their location, that's all, nothing else! The caller now knows where the other party is and can advise which chl to change to based on their location. Simple & brief. The second party shouldn't choose a chl unless he/she is confident in the other party's location. That is what the initial contact is about, I want to talk to you, where are you. A bit like a phone call, I want to talk to you, are you free to talk?

Lastly, the position of your antennae and the state of its connections will have a big bearing on how well you communicate with others. We all need to be aware of just how effective our own radio is when in transmit mode, you may well hear others calling quite well but your transmission is severely compromised by things such as the antennae height & mounting and in some cases what power setting are you using. I often hear poor transmissions from club boats so when next you're out and about if you can have a check on your transmission quality with another person you know who is not just sitting in the boat next door.

But for many folk they simply use the radio to listen in to instruction on when the race starts and where the beach gathering will be! However if you do want to call someone consider the above, gather your thoughts, speak slowly and don't hold the microphone too close to your mouth and remember; what you say is being heard right across that channel.

Good sailing

Nigel Lancaster







Where is this?

Sent in By Nigel Lancaster.

Send in your “where is” picture

Correction to last month's article on the 50<sup>th</sup> Jubilee.

The two people involved in cutting the afore mentioned birthday cake were in fact David Miller and Alan Pearson, both early Commodores not as I had, oldest members, apologies David!

Nigel Lancaster



## Gulf Classic 2018

“Jeez it looks rough out there.....”

“Holy cow are they gunna run this race.....”

“Bloody awesome conditions pirates -let get it on.....”

These were some of the comments overheard as the trailer fleet prepared to launch at Maraetai Boat club for this year’s Gulf Classic race.

There were no untoward comments from the keeler fleet.

On the committee boat we were weighing up the options too, as with a forecast 20-30 knots wind from the NE and a heavy seaway forecast, shortening the race seemed the sensible decision. Luckily this was taken away from us when the A division trailer yachts called in advising they were happy to sail the B course, a 40-mile dash around Waiheke and Rakino Island. The race officer confirmed the change to a one course race and advised all entrants to review the sailing instructions noting the new course.

Our Waikato trailer yachts entered were E TYPE 2 (Hugh Beecroft); SHANGRI-LA (Jed Vallings); FALKOR (Wayne Johnston) and FANTASIA (Roger Bonnett). They were part of a 12- trailer yacht fleet.

The Waikato Keeler entrants were ACUSHLA (Jim Pasco); AUDREY (Brian O’Bryan); SORRENTO (John Lundy); CREWCUT (Laurence McBride); and BRITTANY (Stu Giles). They were part of a fleet of 8 keelers that raced their designated 80 mile course.

The fleets got underway at their allotted 1000 and 1005 start times and headed out the Waiheke Channel with the keelers going head to wind out the Ruthe passage and TY out the Waiheke channel. It was tough going with wind against tide. FALKOR was very distant and slow making it to the start line.

Eventually most boats passed the first VHF check point at Thumb Point, with AQUAFLYTE withdrawing with a broken rudder, FANTASIA taking the long way out the Ruthe passage with the keelers, and BRITTANY withdrawing to take lunch with his crew including the oldest/most experienced crewman in Cedric Ingerson.

Then the respective fleets reached or ran to there next waypoints at Shearers Rock east of Tiri (keelers) and Rakino Island (Trailer yachts). By all accounts it was a wild ride.

As a new initiative this year we had all boats on the PredictWind tracker programme allowing “live” viewing of their location on the course. From this we saw FALKOR sailing sideways on the way to Rakino. How was that happening? It was only later we learned he was he was towing a small green submarine (dinghy).



The trailer yachts rounded Rakino and then a tight reach back to Maraetai via Park Point side of Sergeants channel. The crew on the committee boat were busy trying to shorten the finish line when suddenly the first boat came blasting through – FINE ENTRY, a Ross 780 from Napier in an elapsed time of 5 hours 44 minutes. They were closely followed by EMAIL, an Elliot 7.4 from BOPTYS. Third on line and the first Waikato boat to finish was E TYPE 2. SHANGRI-LA finished 6<sup>th</sup> on line. Unfortunately, both FALKOR (towing submarine) and FANTASIA (got lost after not reading the sailing instructions) eventually withdrew – and we won't say anything more about that!!

The keeler fleet raced back to Rakino from Shearers Rock before circumnavigating Motutapu/Rangitoto/Rakino and the dash home past Park Point. First in was AUDREY in 10:25:02, and followed closely by SORRENTO, with ACUSHLA and CREWCUT finishing 4<sup>th</sup> and 6<sup>th</sup> on line.

Corrected results saw EMAIL (BOPTYS) take out the trailer division from FINE ENTRY and La Camargue (PHCC) the keeler division from ACUSHLA (WYS)

Overall a brilliant event again with very testing sailing conditions that in the end saw a closely fought fight across the respective fleets.

Special thanks to our committee boat crew on AFTERGUARD of Sheryl Pearce (food), Richard Chitty (Race officer), Kobus Moller (taxi boat support), Liz Moller (Photographer) and of course John Klinkhamer (Everything)

We also had excellent sponsorship from NORTH SAILS, BURNSCO, AUTOTRAIL, PREDICTWIND, HANCOCKS MOUNT GAY RUM, CROMBIE LOCKWOOD INSURANCE, ALPHA ELECTRICAL.

Many thanks to all entrants and supporters and we look forward to the next Gulf Classic to be run on the weekend of 9<sup>th</sup>-10<sup>th</sup> March 2019

Murray Pearce

Brett Goddard

Convenors-2018 GC Committee.



## Safety tuition evenings

5<sup>th</sup> and 19<sup>th</sup> of September starting at 19:00

Will be held at the Hamilton yacht club and run by Dean Hermann. Two theory nights followed by the seamanship training day at Awaawaroa bay Waiheke on the 27<sup>th</sup> October.

Topics covered will be:

- An introduction to our cruising area
- Charts and symbols
- Safety on board
- The give-way rules
- Lights and beacons
- VHF – theory and practice
- Anchors and anchoring

For new member's and existing members wanting to brush up things.





August Nog and Natter  
Tuesday 28<sup>th</sup> July 730PM

Matt Steven will present an update on the latest sail design and materials from North Sails. With North Sails being the loft supplying sails to the recently completed Volvo Ocean Race Series, the presentation will give an interesting insight into the latest innovations in sail technology.

Murray Pearce



## Different Drummer Offshore 2018

### Newsletter 2 Tonga's Ha'apai Islands

We left Pangaimotu late afternoon for the overnight sail north to the Haapai group of islands. There was a steady breeze from the east and conditions were very pleasant apart from some rolling at times due to the relatively shallow and uneven sea bed. We started reducing sail at midnight so as not to arrive before daylight,. There were 30 yachts already in the northern anchorage when we arrived!



The Royal Nomuka Iki Yacht Club which has been established on the uninhabited island with the Crown Prince's support put on a wonderful feast in the evening. It was prepared in a very basic kitchen and was the best island dinner I have ever experienced.

The following day I dinghied over the channel to Nomuka Is to accept an invitation to look at an eco resort operated by a Dave and Trish. They are very green, growing much of their own veges, disposing of waste environmentally, and working with the local community to encourage them to be more environmentally conscious. They also run a whale watching business using a large catamaran which doubles as guest transport from Nukualofa, and a dog desexing programme.

It was a short trip from Nomuka Iki to Haafeva Is. 20 kts SE on a beam reach and we sailed at 6-7 knots with just the Yankee, arriving mid day.

We had had another couple of autopilot drive unit failures so I moved the stuff in the way and went exploring around the rudder shaft. I found the rudder feedback was not centred, and a hose that might have been fouling the feedback unit arm. I doubt if either of these would be the cause of the failures but sorted them and redid the dockside settings for the pilot. To be continued.

The interisland ferry, a substantial ship, was anchored off when we poked our heads out after dawn the following day, and there was much activity at the wharf as people and supplies were ferried ashore. We went ashore later for a look around the village on the eastern side of the island. Very sleepy, not many people around and nothing except the first aid post open (thank you Australia, also the village generator, and probably the solar street lighting).

Then from Haafeva to Uoleva Is, one of the most sheltered and coral free anchorages in the group. It was into the wind so 20 nm trip took 7 hours, and covered a lot of ground as we tacked back and forth, but it was pleasant trade wind sailing.



Next was another highlight of the trip. We went ashore with the handheld GPS looking for the orange grove in the jungle Anne and I discovered in 2006. There was a track in then, but I discovered in 2013 when I revisited it had totally grown over and the GPS was needed. The orange trees at the original location had died out, but we found some close by, and came back with 2 supermarket bags of oranges. Shades of Johnny Wray!

There is a resort on the island called Sea Change Eco Retreat. It is quite substantial, and they are booked out for the winter season for the next two years.

We moved from Uoleva to Pangai on Lifuka Is via a reef to sea which we hoped would provide good fishing. It didn't, but we did get a small Spanish Mackerel type later. The ICA fleet was anchored off the harbour around the designated anchorage on the charts. We had been asked to anchor here so the King could see the lights at night from his local palace. No sooner had everyone settled when the Harbourmaster's rep came up on the vhf and asked everyone to move as we were in shipping channel! Captain Nigel from Island Cruising went ashore for discussions, and the HM produced a chart showing a shipping channel that was not on any other charts. We moved!



For Kiwi readers: Shortly after we arrived a local resort came up to advise 'its a girl'. 'No name yet'. A wag came up to say Winston was going to be the middle name. The lady from the resort responded "that's a nice name"!



The following day was one of Pangai's big days - the Royal Agricultural Show. Plenty of woven mats on show, a few pigs, some fruit and veges, and a lot of fish. The King turned up at mid-day and there were long speeches from many dignitaries, and when it was done and the King had inspected the exhibits we were able to buy some of the produce. In the evening the Tongan Tourist Board put on a good reception for us (the Island Cruising fleet).

Next up was Foa Is just to the north. The batteries needed charging, and we went trolling out along a reef with no result, and it was really just a change of scene. Being Sunday we didn't bother going ashore and spent the afternoon doing some of those never ending boat jobs.

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We moved back to Pangai the following day as we wanted to stock up on bread in particular - should have been easy on a Monday morning - yeah right! Whatever they had baked was sold out by the time we got there. But we did find some beautiful tomatoes.

We had another very pleasant sail in 10-15 kts SE back to Uoleva trolling outside the reef again (same result again), spotting a couple of large turtles on the way. The point of the move was being closer to the eco retreat where ICA had organised a fun and games afternoon followed by another Tongan feast. Most rally boats were there, and the fun and games were original and good. The tug of war was really demanding with a slippery rope, the hermit crab race hard to bet on, and the 'multithon' was a lot of fun. And again the food was great, and included pig cooked in the traditional manner.



We moved on to Uiha Is. It was not far but we had to go out around the long reef between the islands and the last part was on the wind so it took all morning. We had a look around the Felemea village; it is where the King was going to greet us before he learnt of the death of a cousin and went into mourning.

It was a very tidy village in the sense of well maintained sand roads and colourful gardens, although that said there still plenty of scope for picking up litter. There were lots of people around to talk to in the late afternoon. One was a German who has lived there as a villager for 23 years. He was very chatty and interesting.



Arrangements made to return to villages to pick up prearranged fruit and veges are often not fruitful (pun intended!). Craig went ashore again the next morning and returned with more than had been arranged.



Then back around the reef to Uoleva for a ICA rum punch pot luck lunch. A futuristic shelter tent and some tables for the food appeared on the beach and it was yet another well organised and enjoyable function.

The autopilot had still been playing up and I made an adjustment to the length of the tiller feedback arm and redid the dockside settings. We have just had a single failure since.

The weather maps were showing a large high (= big fat high high, BFH in cruisers parlance) forming over eastern Australia which looked like giving us strong wind in a few days. Many of the ICA yachts left early the following morning for the passage to the Vavau's - to arrive before the strong wind and in some cases because their one month visas were nearing expiry and can't be renewed in the Haapais. We elected to stay and let the weather go past first in the hope we would see more of the Haapais, but in the event we didn't get to see as much as we had hoped. We moved back to Pangai and went ashore to pick up some supplies before the weekend, and in case we did not get another opportunity before Neiafu (as it turned out). Also went and had a coffee at the internationally known (in cruising circles) Mariners Cafe for old times sake.

We dug the anchor well in at an anchorage just north of Pangai. I studied the weather information closely to see if we could find a gap in the wind to allow us to visit Haano or Nukunamo. All I could see was 30+ kt winds for two or three days. I resigned myself to staying put and catching up with boat jobs. We didn't need the motor for power while we were there; the wind generator more than kept the batteries fully charged. It wasn't hard being lazy, writing another newsletter, and doing a few more of the little jobs on the list.

We left on an overnight passage to the Vavau's as the wind started to ease.

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